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Hongkong Daily Press.

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No anonymously signed communications that have already appeared in other papers will be inserted.

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P.O. Box, 84. Telephone No. 13.

HONGKONG OFFICE: 10A, DES VIGUE ROAD C

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 15TH, 1910.

Those who have closely followed the history of the negotiations with regard to the gradual diminution of the import of Indian opium into China will recollect that an undertaking was given by the Indian Government for the reduction of the export of opium to China by one-tenth part every year, starting in 1908. In view of the doubt which then prevailed respecting the ability of China to implement the promises she made to annually reduce the cultivation of native-grown opium, it was provided in the undertaking which the British Government gave to China that after three years the position should be reviewed, and if it were found that there had been no corresponding reduction in the production of native-grown opium, it would then be open to the British Government to consider whether any further reduction in the export of opium from India should be made. The time has now arrived for the consideration of this matter, and we note that in giving in the House of Commons a fortnight ago an outline of the Indian Budget the Under Secretary of State made reference to this question. China, he said, claimed that she had reduced her production by "more than three-tenths." "There is no absolute proof," Mr. Montagu added, "but there is no reason to doubt it"; and therefore the Indian Government, while waiting the production of statistical proofs, has offered China an

extension of the agreement for another three years on the understanding that at the expiry of this second period the position will be reviewed in the light of the statistics which it is hoped will then have been obtained. At the Conference on the Opium Question held at Shanghai it was officially admitted that China could supply no satisfactory statistical proof of what had been accomplished, and we are inclined to think that the same admission will have to be made again in 1913 if proof is then demanded from the Chinese Government. Towards the end of last year it was suggested by Sir JOHN JORDAN that two members of the Indian Service should be appointed to make a tour of investigation in the opium growing districts of China and report upon the subject. That inquiry has now been set on foot under the competent direction of Sir ALEXANDER HOSIE, whose extensive travels in China has given him an acquaintance with the country which peculiarly fits him for the task. It is on the results of this inquiry that the Indian Government must perforce chiefly rely, though we think it will be generally agreed that the accounts which have been forthcoming from travellers in all parts of the Empire during the past three years preclude the entertainment of any doubt regarding China's claim that she has reduced her cultivation by three-tenths. It seems a modest computation, for we have been accustomed to statements by Chinese officials that the cultivation of opium has been "practically suppressed." Possibly the Chinese Government, not being in a position to furnish reliable statistics, considered that it could justly claim to have reduced native production at least to an extent corresponding to the proportion by which the export of opium from India has been reduced. It is interesting to learn from Mr. MONTAGU's statement in Parliament that, contrary to many published statements on the subject, China has not suggested any reduction of the period of ten years which she originally proposed for the extinction of the trade. Mr. MONTAGU's remarks on this point clearly announce that the Indian Government would be extremely reluctant to entertain any proposal for the shortening of the period, because any alteration, he explained, would involve serious administrative and financial considerations, and possibly put an intolerable strain upon the temper of the Indian taxpayers and cultivators of poppy and upon relations with Native States. Though little is heard on the subject, we imagine that the Chinese Government also is finding that over-hasty action involves in the opium-growing provinces "administrative and financial considerations" of a far more serious character than the advocates of immediate suppression stopped to contemplate. What purpose the further Conference at The Hague in November is intended to serve, we do not know, but the main consideration which prompted the proposals seems to have been the shortening of the period for the extinction of the trade in opium. To this the British Government is clearly opposed, and the Under Secretary of State for India has publicly intimated that the Government cannot agree to a discussion of our diplomatic relations with China. If the Conference takes place its deliberations are therefore likely to be concerned chiefly with the exportation of morphia and cocaine to China—a subject on which the British Government seems desirous of learning the views of the Powers concerned.

Recent investigation discloses that there are two British, eighteen American and seven Chinese physicians practising in Korea.

H.M.S. *Astrak* arrived in port on Saturday from the North. She is dying her paying-off pennant.

The name of Mr. Bartel Skon, has been added to the register of chemists and druggists in the Colony.

The seven men suspected of being Colowan pirates again appeared before Mr. E. B. Hallifax at the Magistracy on Saturday and were remanded.

The owner of the steam launch *Beiley* was on Saturday at the Magistracy fined \$10 for having failed to exhibit the licence in a conspicuous part of the cabin.

A Peking telegram says that, since his return to Peking from Europe, Prince Tsai Tiao has urged the removal of the guano. There is, however, much opposition to the suggestion.

An American visitor was summoned on Saturday by an Indian watchman at the Hongkong Hotel for assault. His Worship did not believe the story told by the complainant and dismissed the case.

His Excellency the Officer Administering the Government-in-Council has been pleased to direct that a book or books, to be entitled the Copyright-Register, shall be kept by the Registrar-General in his office.

The coxswain of the steam launch *Sybil*, which is used by the health officer of the port was at the Magistracy on Saturday fined \$5 for having failed to exhibit light at 4.30 in the morning.

For the purpose of laying out the area in terraces for future interments an order is to be made on January 29th, 1911, by the Governor, directing the removal of all graves in Section A of the Ma Tau Wai cemetery.

Amended regulations made by the Officer Administering the Government-in-Council by which benzine is included in case oil rules, while the conditions of a licence to store benzine are also set out in detail, are published in the *Gazette*.

At the Magistracy on Saturday a Chinese was charged with having on the 30th December last falsely represented himself as having a share in two houses in Wanchoi, on the strength of which he obtained a loan for \$1,000. The hearing was adjourned for a week.

The Marine Magistrate (Hon. Commander Basil Taylor, R.N.) on Saturday heard the complaint of the master of the s.s. *Cissie* against Timothy Murphy and George Robertson, two seamen, for deserting from the ship on Thursday. The defendants were found guilty and sentenced to three weeks' hard labour.

A sequel to the explosion of dynamite in Kobe Harbour last April is a suit brought by the Kobe Gas Company against Messrs. C. Nickel & Co., Ltd., Kobe, claiming from the latter the sum of ¥13,697.38, compensation for damage in which plaintiffs were involved as a result of the explosion. The suit is now occupying the Kobe Court.

The Governor of Hunan has reported to the Throne that, in consequence of the Changsha riots, the people are brought to a destitute pass, and unless a large fund be raised to initiate some industry to provide work as a measure of relief, trouble cannot be averted. The Ministry of Finance has directed that the indemnity of ¥18,000 shall be borrowed from the banks, but repaid by the Hunan province, without responsibility to the Ministry.

A week-old N.Y.K. steamer brought from Vladivostok to Kobe nineteen horses and thirty-one dogs, to be used in the South Polar Expedition, under Commander Scott. Mr. Bruce, until recently Chief Officer on board the *P. O. Oriental*, and Mr. Meers, who has been a member of several expeditions into the interior of China, are also in Kobe en route to New Zealand to join Commander Scott. The horses and dogs (which are being looked after by three Russians) are to be taken to Australia by the N.D.L. steamer *Prinz Waldemar*, now in port.

Baron Shigeno Kiyotake, a young man of 23, has just left Kobe for France for the study of aviation, for which purpose he is sacrificing all his property. This gentleman is the eldest son of the late Lieutenant-General Baron Shigeno, and has taken great interest in the study of balloons and airships from childhood. He at first decided to devote his life to military service, and entered the Junior Military College, but was forced to give up his ambition through ill-health. In 1906 he entered the Tokyo Imperial Academy of Music and completed the whole course last year. He is said to have studied music in order to be able to earn his own living in the event of his funds being exhausted before he has succeeded in finding or completing a perfect and practical airship. A younger brother of the Baron is studying in America.

Messrs. Ellis & Ellis of Hongkong in their latest weekly Rubber Share Circular state:—The continued heavy fall in the price of the raw material, quoted at 8/9 per lb. last week, to 7/9 for Para and 6/9 for Plantation Rubber on 10th instant, absolutely paralysed business in the share market and quotations dropped in sympathy. The further fall in prices was arrested yesterday when inquiries from London for sterling stocks sent quotations up several points from the lowest rates touched earlier in the week. The rise of Para rubber to 8/10 per lb. to-day further helped to stiffen sterling quoted shares, and the market closes with a decidedly firmer tone. Business during the week, however, was restricted to the low-priced stocks, several transactions having taken place at current quotations. The downward slide of Singapore-dollar stocks continues unchecked and, generally speaking, they have reached a level so low as to become temptingly profitable investments. The remark applies, of course, to the companies already producing rubber, but not to those that have only recently emerged from the embryonic stage.

CATS AND PLAGUE PREVENTION.

PROPOSED "GRANT IN AID" IN KOBE.

It will be remembered, says the *Japan Chronicle*, that on the occasion of the visit to Japan of the late Dr. Koch, the eminent bacteriologist was asked his opinion as to the best means to be adopted for the prevention of plague. Dr. Koch recommended the keeping of cats as an excellent means of destroying rats. At a meeting on Wednesday (3rd instant) of the Koba Municipal Council a scheme was adopted for encouraging the citizens of Kobe to keep cats in their houses for the destruction of rats. This scheme, together with other measures, is to be considered at a meeting of the Municipal Assembly to-day, the 5th instant.

It is proposed to grant a sum not exceeding 50 sen for each cat which has increased 4 oz. in weight since its birth. It is estimated that the scheme will involve an annual expenditure of ¥5,500. The number of cats in Kobe entitled to the grant so far is estimated at 10,560, and the total amount of money to be granted on their account is estimated at ¥5,280, in addition to which there is an item of ¥1,000 for carrying the scheme into operation. The vote of this amount will be asked as a supplement to the municipal expenditure for this year, and it is proposed to draw the money from the surplus of revenue for last year.

It may be noted that an annual tax of ¥2 is imposed on each dog in Kobe, and as many dogs are quite as useful as cats in catching rats and other vermin, it would seem that dog-owners will have a grievance against the preference given to cat-owners.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

[ROUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

NEWFOUNDLAND FISHERIES
DISPUTE.

LONDON, August 12th.

It is reported from The Hague that the arguments in the arbitration proceedings concerning the Anglo-American Newfoundland fisheries dispute, which have been in progress since June 6th, have concluded, and that judgment is expected on September 1st.

REFORMS IN PERSIA.

LONDON, August 12th.

Router's correspondent at Teheran telegraphs that the Cabinet is proposing the employment of foreign advisers, and suggests that Frenchmen should be attached to the Department of the Interior, Italians to the Genarmierie and Egyptians to the Department of Justice.

THE BRITISH MILITARY
SENSATION.

LONDON, August 13th.

Lieutenant Sutor, R.G.A., who was arrested for publishing a pamphlet entitled "Army System, or why we muddle through millions during peace," has been released from close arrest.

The pamphlet, which is selling freely, is in great demand.

AVIATION RECORD.

LONDON, August 13th.

Mr. Drexel attained an altitude of 6,750 feet at the Lanark Aviation Meeting. This is an official world's record.

DEATH OF AN AMERICAN
PHILANTHROPIST.

LONDON, August 13th.

The New York philanthropist, Mr. Robert Treat Paine, who was the president of the American Peace Society, is dead.

BRITISH CRUISER ESTRANDED.

LONDON, August 13th.

The British cruiser "Duke of Edinburgh" stranded during fog on a ledge off Stout Hermes on the Isle of Wight.

Her position is considered dangerous.

[The *Duke of Edinburgh* is an armoured cruiser of 13,550 tons and possessing a speed of 23 knots. The only other ship of this class is the *Black Prince*.]

DEATH OF EARL SPENCER.

LONDON, August 13th.

Earl Spencer is dead.

[Earl Spencer, who was born in 1835, was Groom-in-Chief to the Prince Consort from 1859 to 1861, and subsequently to the Prince of Wales. He was Viceroy of Ireland on two occasions, the first being from 1869 to 1874, and the second from 1882 to 1885. He successively filled the offices of President of Council and First Lord of Admiralty, while he was also the keeper of the Privy Seal of the Duke of Cornwall and was Chancellor of Victoria University.]

S. M. S. "LEIPZIG."

Great interest, says the *N.C. Daily News*, was taken in the arrival of the German third-class cruiser *Leipzig*, when she took up her moorings almost opposite the Customs House on Saturday morning, the 6th inst., as she is one of the fastest, if not the fastest vessel, seen up the river. The *Leipzig* has a speed of twenty-three knots. Compared with vessels of the same class of other nations, this is high, and indicates the value that is now being attached to speed. Her displacement is 3,200 tons, and her draught is only 16-ft., another important factor in the construction of man-of-war. She is really a modern vessel, for she was laid down in 1905 and launched in the following year, her cost being £254,500. Some comparisons may be interesting. The *Astrak*, also a third-class cruiser, has a displacement of 4,360 tons, and a draught of 19-ft., with a speed of but 19.75 knots. The *Flora*, a sister ship to the *Astrak*, has a slightly diminished speed, viz., 19.5 knots. In point of speed the *Leipzig* is exceeded by H. M. S. *Minotaur*, 23.01 knots, and H. M. S. *King Alfred*, 23.46 knots, but these vessels have not ventured up river.

TELEGRAMS. TELEGRAMS.

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[("DAILY PRESS" EXCLUSIVE SERVICE.)]

THE SERIOUS FLOODS AT
TOKYO.

Tokyo, August 14th.

A quarter of Tokyo has been devastated by floods and the city is now threatened with famine.

Throughout Saturday a rainstorm prevailed, and this has immeasurably increased the suffering of the people.

An insufficiency of boats renders aid most difficult, and the starving people are now seeking refuge on the roofs of temples.

To-day the waters have increased, and spinning and other mills have been severely damaged.

MINISTERIAL CHANGES.
AT PEKING

PEKING, August 14th.

Hsu Shih Chang, President of the Yuchuanpu (Board of Communications) has been granted five days' leave.

This is believed to presage his retirement in order to avoid an awkward situation due to the increasing opposition of the gentry with regard to the Hukuang railway loan.

Sheng Kung Poo has arrived from Shanghai, apparently to resume the Vice-Presidency from which he was suspended in 1908 and probably to succeed Hsu Shih Chang.

[It will be noticed below that a telegram to our Chinese contemporary mentions a rumour that Hsu Shih Chang is to be appointed Viceroy of Canton.]

[FROM THE "CHUNG NGOI SAN PO."]

IMPERIAL CHINESE
CUSTOMS.

PEKING, August 14th.

The Grand Council proposes to send Liang Tzu Yen, late president of the Board of Foreign Affairs, abroad to discuss with foreign Powers the question of increasing the Customs duties.

OPIUM CONFERENCE AT THE
H GUE.

PEKING, August 14th.

Tong Kwok On will be appointed Chinese representative at the forthcoming Opium Conference at The Hague.

THE VICEROYALTY OF
CANTON.

PEKING, August 14th.

It is reported that Hsu Shih Chang, President of the Board of Communications, will be appointed Viceroy of Canton on the arrival at Peking of Sheng Kung Po, who is to succeed Hsu Shih Chang as Acting President.

CHINESE STUDENTS FOR
AMERICA.

PEKING, August 14th.

The latest batch of students selected to be placed in colleges in America will leave Hankow on the 16th instant.

HONGKONG SANITARY BOARD.

The orders of the day at to-morrow's meeting of the Hongkong Sanitary Board include:—Reply from Government relative to a modification of the requirements of Section 188 of the Public Health and Buildings Ordinance, 1903, in respect of the proposed extension of the Tong Wah Hospital.

Report of the Select Committee appointed to investigate the Proposals for the Departmental Disposal of Refuse for 1911.

Minute by the Head of the Sanitary Department relative to dust and water carts.

Minute by the Head of the Sanitary Department relative to additional accommodation for poultry in the Central Market.

Pamphlets by the Medical Officer of Health, Lieut.-Col. Sir J. Fayer, Bart., relative to malaria and its prevention.

Correspondence relative to the linewashing contract.

List of legal proceedings taken by the Department against persons for breaches of the Public Health and Buildings Ordinances, 1903-1909, for the month of July, 1910.

COMPANY REPORT.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

The Report and Balance Sheet of this Company for half-year January 1st-June 30th 1910, is as follows:—

Gentlemen,—The directors beg to submit Report and Balance Sheet for the half-year ended 30th June, 1910.

After paying expenses, interest, Crown rent, insurance, legal expenses, directors and auditors' fees, and all charges, there remains a net profit for the half-year's working of \$16,174.14

Added to which is the sum brought forward from last account . . . 132,765.92

Leaving available the sum of \$148,940.06

During the six months we completed 13 vessels consisting of steam launches, motor boats and lighters, also several marine boilers and a large amount of forgings and castings. Presently under construction we have 2 steamers, 4 steam launches, 2 motor boats, 16 railway carriages, also a large number of marine boilers, four of which are for the s.s. *Hwengshan*.

Service launch K13 has been sold at a profitable figure.

The work on No. 1 Dock Extension has proceeded rapidly, all excavation being practically finished. The Dock's dimensions are now sufficient to accommodate the largest ships visiting Hongkong.

It will be noticed that the sum of \$221,000 hitherto standing at the credit of No. 1 Dock Extension Account, has been transferred to reserve, this being possible by the Company having paid all expenses against the extension out of revenue.

HENRY KESWICK, Chairman.

Hongkong, 9th August, 1910.

BALANCE SHEET: 30TH JUNE, 1910.

LIABILITIES.	
Capital 50,000 shares of \$50 each	\$2,500,000.00
fully paid up	2,500,000.00
Reserve fund	221,000.00
Marine insurance account	88,214.09
Sundry creditors	2,061,154.11
Balance of profit brought forward from last account	\$132,765.92
Profit for the half-year ending 30th June, 1910	16,174.14
	148,940.06
	\$5,019,309.16

ASSETS.	
Value of Kowloon, Comopolitan and Aberdeen Docks, buildings and plant, (including floating plant, as per last statement	\$3,507,559.89
Amount since paid on account of additions to plant	3,656.64
	\$3,511,216.53

No. 1 Dock extension account.	
Amount paid as per last statement	\$159,174.16
Amount expended during six months—1st January to 30th June, 1910	65,965.85
	225,137.01

Sundry debtors	257,380.68
Amount expended on work in progress, as at 30th June, 1910, less instalments received on account	141,413.22
Material in stock at book value	881,151.72
	\$5,019,309.16

REVENUE ACCOUNT: 30TH JUNE, 1910.

To interest	\$56,764.20
To rates and taxes	14,347.89
To Crown rent	4,073.05
To insurance	5,351.21
To directors and auditors' fees	8,750.00
To profit	16,174.14
	\$105,460.49

By net earnings	\$105,460.49
	\$105,460.49

A KOREAN GOLD MINE.

A long Korean gold mining contract has recently been concluded and papers signed, says the *Japan Advertiser*, the property in question being known as the Chiksan Mining Company. This concession was owned in equal proportions by Japanese and Americans, the Japanese interests being represented by Baron Shibutsuma and Mr. Seichiro Anano, President of the Toyo Kisen Kaisha, while the American interests were represented by Messrs. J. P. Henry and A. W. Taylor, under the name of the Korean Exploration Company. The property is an extensive one and well-known to be a good one, but has hitherto been neglected owing to a series of misfortunes. Mr. W. F. Anderson, of Cincinnati, one of the large stockholders in the Korean Exploration Company, who recently was in Korea and Japan investigating the property, has undertaken to form a new company with a capital of 2,000,000 yen, which will own a controlling interest in the Korean Exploration Company, and which by additional capital will develop the Chiksan property on a large scale. The company will be managed by Americans.

It is proposed to construct an electric power plant, to install a modern gold mining dredge of the latest design, and also to develop the quartz more rapidly by the installation of additional machinery. Sufficient work has already been done in the past to warrant the assertion that the property has passed beyond the experimental stage. The concession comprises an area of 250 square miles, fifty miles south of Seoul. The Seoul-Fusan railroad passes diagonally through the property. The placer area is very large and at present 2,500 natives are working in their crude manner under the tribute system. The ground is ideal for dredging, being on the average eighteen feet in depth, sand, bedrock and on boulders. One thousand acres have been already drilled and show an average of 31 sen of gold per cubic yard. Eighty quartz lodges have been located, four of which under the old company are being developed and producing profitably on a small scale, the rock averaging better than 30 yen per ton in free gold, besides concentrates averaging 400 yen per ton. This product in the past has been shipped to Yonam for treatment. The new mill will be installed at Yangdi, seven miles from the present camp.

THE TOYO KISEN KAISHA AND
PACIFIC MAIL

MR. SCHWERIN'S VIEWS.

With reference to the announcement that the Toyo Kisen Kaisha had served six months' detention in the Pacific Mail Steamship Company, terminating the working agreement between them, Mr. R. P. Scherwin, the General Manager of the Pacific Mail Co., who is now in Japan, has given a representative of the *Japan Advertiser* an interview on the subject. He said: "Now what the matter is public, and the notice served, I have no hesitation in speaking (Mr. Scherwin received word by cable). It has not surprised me. The Toyo Kisen Kaisha entered into an agreement with the Western Pacific Railroad three years ago. I knew it the day it was signed. They have simply been waiting for the completion of the road and terminating facilities at Seattle and San Francisco. However, we were surprised to learn that they served the notice in New York City when they knew that I would be in Japan, and that my information comes from our New York office.

When asked if six months' notice was required Mr. Schorner replied:—When I said ninety or ninety days yesterday I was not sure; I find that it is six months' notice from either party.

What are the Western Railroad Pacific facilities?

The Western Pacific runs to Salt Lake City, has connections with the Rio Grande and Western Railroad and Denver and Rio Grande Railroad to Kansas City and the Missouri Pacific Railroad to Chicago and St. Louis. It is a circuitous route and will prove a slow route, while the road bed in part is such as to prevent it ever being a popular passenger route.

But passengers can book over other routes from San Francisco overland?

Yes, but it will entail a slight additional expense and be troublesome and annoying for

There is a rumour that the T.K.K. will run an express service between Japan and San Francisco at high speed and no stop at Honolulu?

Well, that would suit us first rate. Besides we know that route; we need to run it many years. It is the roughest on the Pacific and will be hard on the passenger and ruinous on those boats.

Have your new boats been started? Ever so many of them have already been started. The first boat was launched at the plant last week. There are three firms, one American, one German and one French, now at work on the decorations. One does not spend six million dollars without thorough investigation. The boats will be running in three years' time. They will be of 40,000 tons displacement.

When asked regarding the comparative tonnage of the battleships, Mr. Laffont said—Tonnage displacement is the only actual and fair comparison of size and power of boats. The fast ocean greyhounds consume immense space in engine boilers and coal storage, reducing the net tonnage. I consider the *George Washington* of the Hamburg-Amerika line as the ideal type of ship for passenger service. In fact, at the request of the two countries, I made a comparative study of the *Mauritania* and *George Washington*, covering every part of those boats and spending several days at the work.

The *Mauratania* cost seven million dollars. The *Georgie Washington* four millions. The *Mauratania* has 50,000 tons displacement, while the *Georgie Washington* is about 50,000 tons. They both carry the same number of passen ers, and while the former can carry but 4,000 tons of freight the latter can take 12,000 tons. But the speed of the *Mauratania* is 26 knots as compared with the 21½ of the *Georgie Washington*. Our boats will be modelled after the *Georgie Washington*. We have all the tonnage we need at the present. We are not looking to Japan for our support. We are looking to China and Philippines. The development of China and Philippines in the next few years will be tremendous and we are not afraid of not getting our share.

But can you compete with boats that are heavily subsidized?

No Subsidy Bill can be passed through Congress, but perhaps there are other methods Government will adopt.

F. K. K. BETICENT.

With relation to the foregoing the Toyo K. Kaisha people declared to explain the claim made by Mr. Scherwin to give out any information in regard to their new contract with the Western Pacific at present, but they asserted that the new trans-Pacific liners will continue to touch at Hawaii.

"ESQUIRE."

Camberwell guardians discussed recent motion by Mr. C. E. Renouf "That in future printing of the minutes and agenda of the board no member's name be followed by the word 'esquire' or any abbreviation of that word, that the names be preceded by the title 'guardian'."

Mr. Renouf said he had received a deluge of correspondence allurrounding him to vary

against the world acquire. It was a relief of some days, and to-day the more insignificant the person the more he wanted the addition of his name. The word was scarcely used in America, and in France, the most countries of the world, it is the only abolition. Surely the word would not be better than the word, what did it matter? (Cries of "I hear.") "Not much," and laughter.) He assured his friend across the room was a brother-in-arms in this warfare.

The Guardian referred to: "An illustration particular about my company." (Loud laughter.) Mr. S. Sayer seconded the motion, "that the Guardian should have two straws if the guardian 'acquire' at each end of their names."

A Guardian: I propose we receive a declaration on this all-important matter. (Reverent laughter.)

Another Guardian: What about a committee to consider the question?

A Voice from the public gallery: "Got sent!"

tion on this all-important matter. (Re-
laughter.)

Another Guardian: What about a
committee to consider the question?

A Voice from the public gallery: "Got
Gents?"

Mr. Vicary moved the "next business,"
this was promptly carried, on a division
fourteen votes to three. Consequently "a
will continue to appear after the game
names."

LATEST STEAMER MOVEMENTS

The P. & O. S. N. Co. S. S. ship *Arcturion* leaves Singapore for this port on the 12th inst at 5 p.m. with the outward English Mails, due here on the 17th instant at about 6 a.m.

The C. & M. str. *Zafiro* left Manila 13th inst, and is due here to arrive at 3 p.m.

The I.G.M. str. *Buelow*, carrying the Mails with dates from Berlin of the 27th inst, left Colombo on the 13th instant p.m., and is expected here on or about the 24th a.m.

RODERICK RANDOM

BENGER'S FOOD

is for Infants and Invalids and for those whose digestive powers have become weakened by illness or advancing age.

If the digestive functions, however weak, can do any work at all they should be given work to do to the extent of their powers. In the easy process of its preparation the digestibility of Benger's can be regulated to give this work with extreme nicety.

The "British Medical Journal" says—"Benger's Food has, by its excellence established a reputation of its own."

Benger's New Food is made with the most common foodstuffs and is entirely free from any of the elements which mothers have to encounter. It is sent post free on application to Benger's Food, Ltd., 10, Queen's Road, Hongkong.

Benger's Food is sold in tin by Druggists, etc., everywhere.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

Safest and most Effective Aperient.

Regular Use.

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COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will do for YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.

No. 22, Museum Road, Corner of Scotch Road, Shanghai.

VESSELS EXPECTED.

THE INDIAN MAIL.

The Indo-China str. *Footscragh* from Calcutta and the Straits left Singapore for this port on the 10th inst.

THE CANADIAN MAIL.

The C.P.R. Co's str. *Empress of China* arrived at Nagasaki at 7 a.m. on the 14th inst., and left again at 4 p.m. same day for Shanghai, where she is due to arrive at 5 a.m. on the 15th inst.

THE AMERICAN MAIL.

The T.K.K. str. *Chiyo Maru*, from San Francisco, will leave Yokohama on route to Hongkong on the 8th inst., and will arrive on the 19th inst.

The 2nd str. *Asia* sailed from San Francisco on the 25th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 23rd inst.

MERCHANT STEAMERS.

The N.Y.K. str. *Asaka Maru* (European Line) left Shanghai for this port on the 12th inst., and is expected here to-day.

The T.K.K. str. *Kiyo Maru* from South American and Mexican ports, arrived at Yokohama on the 25th ult., and is due to arrive here to-morrow.

The Austrian Lloyd's str. *Venezia* left Singapore for this port on the 10th inst. inst., and is due here to-morrow at daylight.

The Mogul Line str. *Lahina* left United Kingdom on the 10th ultimo for Hongkong via Straits.

The Mogul Line str. *Pathan* sailed from the United Kingdom on the 2nd inst. for Hongkong via Straits.

The "Ben" Line str. *Bendora*, from Leith, Middlesbrough and London, left Singapore on the 10th inst. for this port.

The N.Y.K. str. *Kama Maru* (European Line) left Singapore for this port on the 12th inst., and is expected here on the 17th inst.

The Indo-China str. *Kamsang* left Calcutta for the Straits and Hongkong on the 5th inst., and is due here on or about the 21st inst.

The Bank Line Ltd.'s str. *Savaria* left Vancouver, B.C., on the 3rd inst., and is due at Yokohama on the 25th inst.

The O.S.K. str. *Panama Maru* left Tacoma for this port via Japan and Manila on the 6th inst., and is expected to arrive here on or about the 15th prox.

PASSENGERS.

ARRIVED.

Per *Kwangtuh*, from Shanghai, Mr. A. Shell, Per *Huiching*, from Coast Ports, Messrs Watkins, Seggio, Cavallo and Perkins.

Per *Kwangtuh*, from Hongkong, from Shanghai, Mr. Pethie, from Swatow, Mr. Manning.

Per *Ville de la Ciotat*, from Marseilles, &c., Lt. C. M. Noguero Suarez, Mr. John Yunker and R. P. Leonard.

Per *Prinz Waldemar*, from Kobe, for Sydney, Messrs C. H. Moares, W. Bruce, Demitro, Anton and Gregor, for Manila, Mr. A. E. Verrall, from Yokohama, for Rabaul, Messrs B. Shibata, J. Suzuki and C. Okawa.

DEPARTED.

Per *Rubi*, for Manila, Mr. Lucia Sierio, Mr. Taso Dumble, Mr. A. A. Schell and Mr. Paul Inbert.

Per *China*, for San Francisco, Mr. and Mrs. C. E. Bowker, Mr. G. Cecil Wright, Mr. L. M. Geo, Mrs. W. C. Graves, Miss V. Tolchard, Miss C. B. Young, Miss H. Haulon, Mr. Geo. Borroo, Mr. O. G. Freeman, Mr. and Mrs. H. K. Knowler and infant, Mrs. W. H. Mahon, infant and servant, Mr. W. H. Mahon, Jr., Miss V. I. Mahon, Mr. and Mrs. Thos. W. Kidd, Mr. E. P. Long, Capt. and Mrs. B. A. Craig and infant, Mr. J. Craigton, Mr. A. R. Patrick, Mrs. H. S. Patrick, Mr. J. L. Lin, Mr. S. Tait, Mr. C. F. Kenneth, Mrs. N. Hayman, Mr. H. A. Walsh, Mr. N. Norman, Mr. and Mrs. F. S. Minott and servant, Mrs. E. C. Perry, Mr. H. B. Emerson, Mr. Chas. S. Wright, Mr. See and servant, Mr. W. T. Lee, Mr. W. Hughes, Mrs. C. S. Weight, Miss L. B. Paty, Miss J. Williamson, Miss L. Glascock, Miss H. Glascock, Mr. W. W. Broster and Mr. E. S. Barrows.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT



THE WAY WE STARTED BY THE LATE ROBERT THORNE OF DUNDEE WHO WAS BORN IN 1815 AND DIED IN 1895

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Each Capsule bears the name.

Paris, 8, rue Vivienne

Sold by all Chemists.

HONGKONG TIDE TABLE.

From August 11th to 17th, 1910.

HIGH WATER.				LOW WATER.			
Date	Time	Height	Direction	Date	Time	Height	Direction
Thurs. 11	11.15	4.0	W	Thurs. 11	11.15	4.0	W
Fri. 12	11.15	4.0	W	Fri. 12	11.15	4.0	W
Sat. 13	11.15	4.0	W	Sat. 13	11.15	4.0	W
Sun. 14	11.15	4.0	W	Sun. 14	11.15	4.0	W
Mon. 15	11.15	4.0	W	Mon. 15	11.15	4.0	W
Tues. 16	11.15	4.0	W	Tues. 16	11.15	4.0	W
Wed. 17	11.15	4.0	W	Wed. 17	11.15	4.0	W

FASHIONS AND FANCIES.

AT THE SEA.

People going to foreign watering places find that the honours blue serge coat and skirt of England will hardly suffice for the needs of the place. Frenchwomen regard the sea rather in the light of a social function, and when they go into it do so in scarlet silk boots, and elaborate costumes, gloves to the elbows, bewitchingly hatted, and not unfrequently veiled. So arrayed, they stand, not like Ruth, among the alien corn, but in a sea which will drive them away by any inconsiderable amount at a wave, however small. They are not likely to be more careless beside the sea than they are in it, and consequently the outfits that go from Paris to Trouville, Dieppe, or some other centre of seaside enjoyment, are very extensive. This is also the case in England in such places as Brighton, where the sea is little more than an admirable back-cloth for a social pageant.

THE ONE-PIECE DRESS.

The incipient belt and skirt arrangement, whose revival has been traced in recent fashions, has given way again for seaside purposes to the one-piece frock, which is more convenient and more practical. The waist, however, is almost in the right place, and in nearly all the smartest frocks for this purpose a belt is at least simulated either back or front, and frequently all the way round. This is often done by the simple method of gathering in three rows of gauging the fulness of the frock round the waist. It follows that the skirts are fairly full, and the resulting band round the knee is much relaxed for seaside wear.

THE FREE SKIRT.

It has been noticed at the last few gatherings of both French and English women of the highest class that the very tight skirt has not been favoured, nor any band round the knees. At the most the fulness was gathered into a fairly deep hem, but this was not exaggeratedly close about the ankles. This amounts to no less than a deliverance. Before going to the seaside some such release was necessary, for even ultra-smart women have to amuse a sense of humour to go twitting and hopping like flocks of robins along a seaside parade.

THE FISHWIFE DRESS.

This old favourite is with us again, and it is skilfully adapted to act as an intermediate stage between the narrow skirt and the full. This is done by making a fairly narrow skirt turned up just below the knees for seven or eight inches, and revealing a puffed petticoat beneath it. A curious persistent feature of to-day's fashions is a skirt which is continued above the waist in a sort of breast-plate held with buttons. The most graceful thing to do with this continuation is to split it into bretelles across the shoulders. If it stops dead it cuts the figure up badly.

HATS ON THE PLAGE.

Although very large hats are an abominable nuisance by the sea, and small toques have been favoured by the well-dressed at recent races meetings, many women who are suited by the picturesque style of the sea, and who are willing to give it up entirely, and consequently have wide brims in fine straw, turned up and down in most unexpected places, and all very pictorial in their conception. Ostich feathers not being permissible, enormous sprays of roses or other flowers, or of gold and silver oats, take their place, and reaches of chiffon can be used by the skilful milliner to look very nearly as soft and pretty as feathers. Tulle is even better, but it gets sticky and limp by the sea, and means, during hours, loops and tresses of ribbon are worn on many seaside hats, and one bell toque of fine green straw is lined with a filling of white spotted muslin that appears about an inch below the brim, and has for its sole trimming a burst of spotted muslin loops at one side, standing about fifteen inches high. Several hats are loaded with flowers across their crowns, and oaks, wheat, barley, &c., are the favourite softeners to take the place of feathers.

ROBERTS AND PAISLEY.

Only the general mourning provoked England from adopting the Kashmir designs familiar to us by Paisley shawls, which Paris has adopted with so much ardour this year. Now that colour is again permissible, a number of charming fabrics in these mixed colours are obtainable, and some of the prettiest are in very soft delaines, which look particularly charming when veiled with chiffon or the finest of India muslin for afternoon gowns by the sea or in the country. Some of the smartest hats have the crowns covered with stretched Paisley silk, with a trim of plain white silk edged on the inner side with a band of the figured. These look very pretty with frocks to match. Broderie anglaise is even more fashionable than ever this year, very finely done on any very large and very open-work patterns. This, of course, means that their linings become very important, because they show more than they would through smaller holes. A pretty frock of broderie anglaise is of so pale a blue that it gives the impression that it was worn over pale blue, and is itself white—an impression which is contradicted by the fact that through several little holes of the embroidery there shows a delicious shade of pale rose-coloured silk.

THE COLLARED DRESS.

On the Continent the absence of the collar has not been enough to satisfy the fashion, and morning frocks are worn on so low that they would almost do for demi-toilette. In dresses which have the long lines from the shoulder, following over at the waist, there will be a piece of lace or a piece of fabric about three inches from the base of the throat, while circular yokes are even lower both back and front. This is a fashion which suits the very young and very pretty, but at the seaside it is a particularly dangerous one. The first time the wearer of these low necks gets into evening dress she will find a sharp line of demarcation from brown to white in a place even more unbecoming than when it comes below the chin or even at the base of the throat. Women of the bared appearance they have in evening dress after exposure to the sun, and one must remember that an hour or two of seaside sun will do more in the way of sunburn than days away from the sea.

A WORD ON SLEEVES.

Sleeves are close-fitting, and neither short nor long; that is to say, they come round the elbow for two or three inches, and can be worn with 12-button length gloves. The one trouble about this is that a falling half-way between elbow and wrist is rather an interruption, and yet a straight line in the same place is very ugly.

—X. AND Z. in the *Globe*.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 14th

	Previous Day	On Date	On Date
	at 4 p.m.	at 10 a.m.	at 4 p.m.
Barometer	29.55	29.64	29.60
Temperature	85	81	85
Humidity	79	81	80
Wind Direction	SW	S	SWW
Force	1	3	3
Weather	0	Op	Oq
Rain	0	0.11	0

Highest open air Temperature on 13th.....86
Lowest open air Temperature on 13th.....79

ON WALKING.

The pessimist who believes in the universal rule, that all things healthy are unpleasant, could not do better than take walking as a text for a sermon on his own case. There is always some ulterior motive in the activity of its votaries—the reduction of a liver or the acquisition of an appetite. Some men, however, delight in making a virtue of necessity and aver, with the same painful effort to be pointed which leads the Cockney to say "pip pip" instead of "good bye," that there is no more like Shanks' mare. They will boast, too, how many miles they have covered between office and their first page. Now, if walking were a thing to be liked for itself, no one would boast of it or make calls upon our admiration for their achievements in the art. We only boast of what is incredible or what is unpleasant, as, for example, when we publish the number of snipe we have bagged, which comes under the first category, or the hours which we are forced to work daily, which comes under both categories. As everybody is able to walk and know the extent of a man's capacities in that line, the boastful pedestrian usually reduces his feats to the limits of probability and boasts simply because he feels that he has done something unpleasant and thirsts for the envious commendation of liverish companions.

Walking is one of the few accomplishments that man acquires with but little instruction. That a child should learn to walk so quickly has always seemed to me a strong argument in favour of the theory of previous births. Once a child is shown by its nurse that to crawl on all fours is no longer dignified and proper, it acquires the knack of keeping erect and placing the feet in the right positions with a speed that is surprising unless it be partially due to sub-conscious memory. Remember, though from practice and custom it sounds obvious to us, it should on all logical grounds be quite hard for a child to grasp the principle of walking. Why should a child not imagine that its legs are given it to hop with or jump with? Why should the plan of putting one foot before another instead of lifting both at once, as most birds do, be immediately natural and acceptable? Imitation, you say. But has a child such close powers of observation? But we are wandering. Being an art easy of acquisition and shared by all, walking is unduly despised. If viewed correctly, it is really something of a feat. No being but man can walk properly. Herein we have a pull over the other animals. A dog or a horse may but us in running, but when it comes to walking neither for grace or efficiency is in the same street with man. "Think of it! Walking is the one thing in which we are physically superior to the brute creation. Let us maintain our proud superiority. If aeroplanes become universally practicable and all mankind flies, by the law which adapts animals to their surroundings man in course of time will be born with wings. His two legs will unite into a fish-like rudder whereby he will steer his corporeal biplane. Then we will have lost our present advantage over the birds. So at all costs let us walk, walk, walk, against the coming of that evil day.

Fortunate are those upon whom heaven has bestowed the power of aimless wandering after the style of Wordsworth. "Most people need the stimulus of definite object in life to induce them to walk. At home a man usually has some old inn and a Lucullan luncheon as his objective. Out here, he walks for the sake of the East—Exercise, and in the rains when he cannot get his tennis you will find him on a fair but muggy evening, toes up-turned and stick outstretched, tearing along Boundary Road, nose aground as if his life depended upon his reaching Proms Road before darkness set in. Perhaps, however, his mind may be turning toward the reward of his labour—a well-earned drink. But the merits of walking, like those of piece-goods, should not be estimated by mere results. That they are so, is another proof of the unpleasantness of the thing itself.

Some people declare themselves unable to walk without a companion. "It is so dull," they say, "to walk alone." That may be, but if any one who says this avows himself a lover of walking, point out to him his inconsistency. Show him conclusively that he is rather a lover of talking, and walks not for any intrinsic charm of the pastime, but for exercise and nothing else. Why should he and his friends walk? If they want to combine conversation with physical activity, they might as well sit on chairs in some verandah and wave arms and legs. "Ah, but," you say, "they prefer walking." Yes, as a form of exercise only—that is for its results.

Votaries of walking tell us that to walk is the only way to see the country-side. This is true in Burma, but, alas, no longer in England, where almost every path except in the great forests is labelled "private." In Burma there is no other method of seeing the country-side, except, of course, on the government roads, where one is always forced to ride. This is the chief end of walking, the inspection of scenery at close quarters. As there is no road without a thorn so the morning to the end as unpleasant as the end itself is delightful. We are all like Strephon in *Isolante*—when our souls would fly through the key-holes of nature's secrets, our legs still remain on the wrong side of the door. What man can help despising his legs? Poor silly, feeble things that get tired and crawl at a snail's pace, a thousand leagues behind our desires. Almost every nation has a legend analogous to that of the seven-league boots. Why? Because all men desire their legs, and imagine improvements. Yet walking is the sole thing that keeps man from being inferior to the brutes. Give it up—oh, pleasant thought—and we fall back with the ruck—*Bangkok Gazette*.

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DEVAYONGSA, German str., 1,050, F. Behavaldt, 13th July—Bangkok 12th July, Rice and Meal—Butterfield & Swire.

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FOOCHOW, British str., 1,228, Vincent, 8th August—Honray 5th August, Coal—Butterfield & Swire.

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GERMANIA, German str., 603, C. Tysen, 3rd August—Sydney 27th July, Copra—Siemssen & Co.

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HEIMDAL, Norwegian str., 762, J. Johnson, 4th August—Fremantle 17th via Broekton 30th July, Sandalwood—Patterson & Co.

HYSON, British str., 4,232, L. A. Davies, 17th July—Shanghai 15th July, General—Butterfield & Swire.

KAIPOWA, British str., 987, J. Warrack, 11th August—Cebu 5th and Iloilo 8th August, General—Butterfield & Swire.

KAISOW, British str., 2,823, K. T. Jones, 21st July—Kuchinchi 15th July, General—Butterfield & Swire.

KWANGSIN, British str., 1,203, C. Plunkett Cole, 17th July—Saigon 14th July, Rice—Butterfield & Swire.

LIAN, British str., 1,350, Williams, 4th August—Shanghai 31st July, General—Butterfield & Swire.

LOONGMOON, German str., 1,971, F. Vogt, 10th August—Java 4th August, General—Java-China-Japan Lijn.

MANCHURIA, American str., 8,750, J. W. Saunders, 7th August—San Francisco 12th July, General—P. M. S.S. Co.

MONTAGNE, British str., 6,163, W. Dixon Hopperoff, 25th July—Vancouver via Japan 25th July, Lumber and General—Canadian Pacific Railway Co.

NORD, British str., 1,185, F. J. Fryn, 9th August—Shanghai via Fochow 1st August, Case Oil—Asiatic Petroleum Co.

PAKAT, German str., 1,018, G. Gathemann, 18th July—Bangkok 10th July, Rice—Butterfield & Swire.

PERSIA, British str., 2,744, A. Lockett, 9th August—Guaymas, Mexico via Mojito 5th August, General—Eng Hok Fong S.S. Co.

PHUMPHEN, British str., 1,055, Jas. H. Scott, 6th August—Saigon 2nd August, Rice and General—Chinese.

PITSANULOK, German str., 1,223, D. Rehnors, 8th August—Swatow 7th August, Rice—Butterfield & Swire.

SIAM, British str., 995, Bins, 2nd August—Singapore 26th July, Kerosene Oil—McBain.

SIMONGAN, Dutch str., 1,202, H. Vos, 2nd August—Java 24th July, Sugar—Yuen Fat Hong.

SINGAN, British str., 1,047, F. Jamieson, 1st August—Haiphong 30th July, General—Butterfield & Swire.

SORHU MARU, Japanese str., 1,805, K. Sakawa, 11th August—Kobe 2nd and Moji 4th August, General—Osaka Shosen Kaisha.

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TAISANG, British str., 1,544, G. F. Matthews, 27th July—Saigon 23rd July, Rice—Jardine, Matheson & Co.

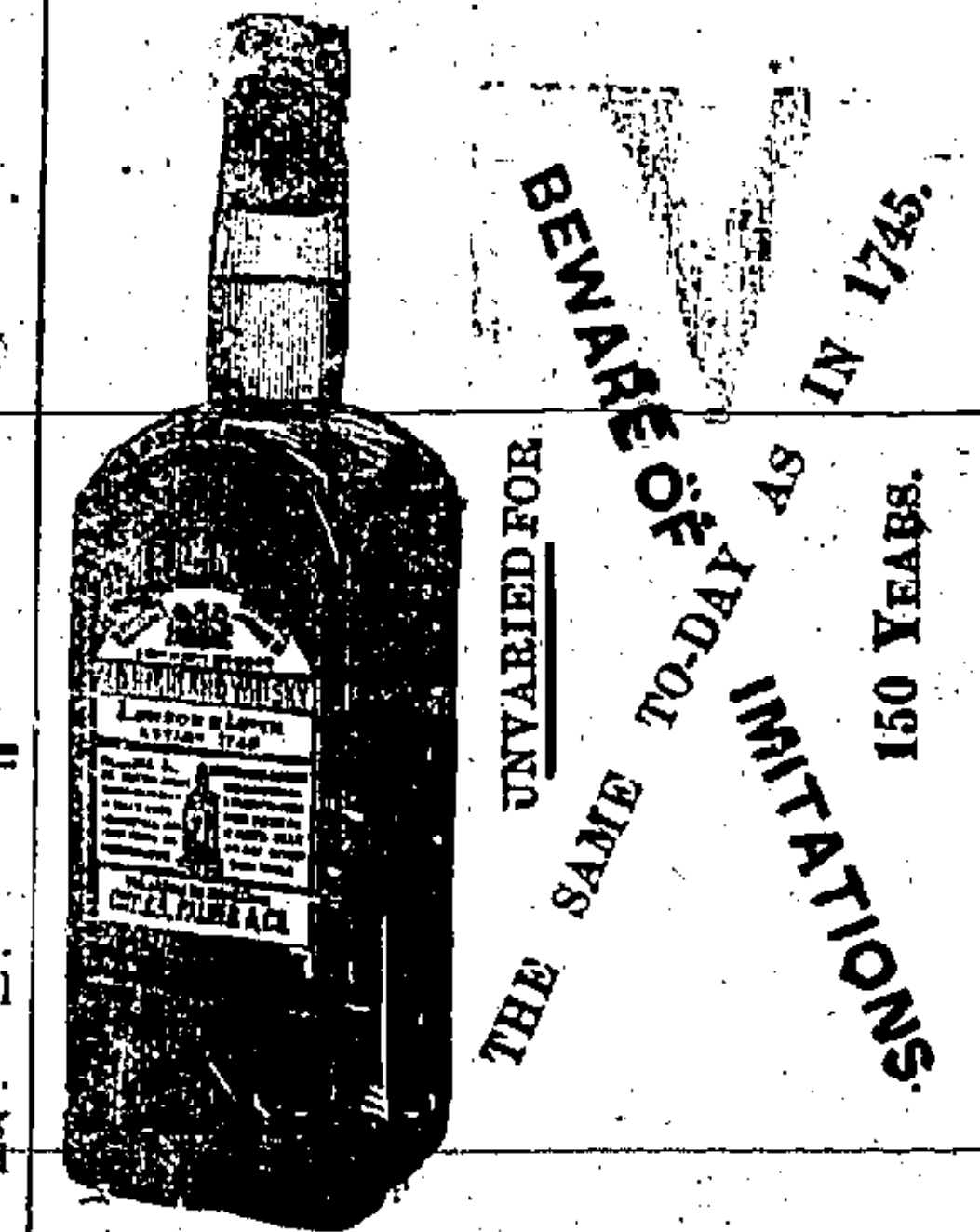
TAMBA MARU, Japanese str., 3,805, K. Sato, 7th August—Shanghai 4th August, General—Nippon Yusen Kaisha.

TEAN, British str., 1,316, A. W. Outbridge, 12th August—Manila 9th August, General—Butterfield & Swire.

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Hongkong, 15th August, 1910.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA	TEAN	On 16th Aug., 4 P.M.	
SWATOW	CHENHUA	On 17th Aug., 4 P.M.	
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 31st Aug., 3 P.M.	

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SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	End of September.

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SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 19th Aug., Noon.	
MANILA	"LOONGSANG"	Friday, 19th Aug., 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 20th Aug., Noon.	
TIENTSIN	"CHONGSHING"	Sunday, 21st Aug., D'light.	
MANILA	"YUENSANG"	Friday, 26th Aug., 4 P.M.	

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VICTORIA B.C. & SEATTLE	SADO MARU Capt. Hiordahl, 7,000		SATURDAY, 10th Sept., from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. K. Sato, 7,000 AWA MARU Capt. S. Ishikawa, 7,000		TUESDAY, 16th Aug., at 4 P.M. TUESDAY, 13th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler, 6,000 YAWATA MARU Capt. T. Sekine, 5,000		FRIDAY, 2nd Sept., at Noon. FRIDAY, 30th Sept., at Noon.
SHANGHAI, MOJI and KOBE	TOSA MARU Capt. Y. Nomura, 6,000		WED'DAY, 17th Aug.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope, 9,000		THURSDAY, 18th Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	BINGO MARU Capt. S. G. Parsons, 7,000		TUESDAY, 23rd Aug.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine, 5,000		WED'DAY, 31st Aug., at Noon.

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T. KUSUMOTO,
MANAGER. [13-125
Hongkong, 1st August, 1910.

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TJILATJAP	JAVA	Second half of Aug.	JAPAN	Second half of Aug.
TJIPANAS	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.
	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, & AMOY	"JOSHIN MARU" Capt. Y. YAMAMOTO	TUESDAY, 16th August.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. H. MURAYAMA	WED'DAY, 17th August.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Fochow during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's Steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1ST CLASS.	2ND CLASS.	3RD CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BOJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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T. ARIMA,
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TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS
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TOURS arranged to ALL PARTS of the WORLD.

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PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBI-
TION of 1910.Head Office for the Far East:—
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Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

[537

VESSELS PASSED ANJER.

July 25, British str. Inani, from Singapore.
July 25, British str. Azama, from Singapore.
July 26, British str. Bedhill, Davell, May 16, from New York for Manila.
July 28, Dutch str. Ambon, Baum, June 18, from Amsterdam for Batavia.
July 28, Dutch str. Malang, Kunst, June 15, from Rotterdam for Batavia.
July 28, British str. Dardanus, Nicholas, from Liverpool for Batavia.
July 28, British str. Ping Sway, Barber, July 28, from Batavia for Djeddah.
July 29, British str. Elloe, from Port Natal for Batavia.
July 29, Norwegian barque Munter, from Singapore.

SHIPPING REPORTS.

The French str. Hanol reports: Very fine weather and Southerly wind.
The British str. Haichang reports: Moderate monsoon weather, Southerly swell, showery, fog off Swatow.
The British str. Steehuen reports: Light variable winds, fine clear weather to Tung Chung; from there generally fresh to strong S.W. wind, cloudy overcast weather and heavy showers.

VESSELS IN DOCK.

August 13th.
Kowloon Dock.—Huangho, Gloria, Paul Ben, H.M.S. Taku, San Juan, Cowrie.
Tientsin Dock.—Union, Simongun, Yochow, Singapore.

GEBRUEDER LENK, RODEWISCH I/V.

MANUFACTURERS OF

BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Arctia*, with the English mail of the 22nd July, left Singapore on Friday, the
12th inst., at 5.00 p.m., and may be expected here on Wednesday, the 17th inst., at about 6 a.m.
This packet brings the parcel-mails closed in London for despatch by the all sea route on the
13th July, and for despatch overland on the 20th July.

FOR	PER	DATE.
Swatow, Amoy and Tamsui	<i>Joshin Maru</i>	Monday, 15th, 11.00 A.M.
Macao	<i>Sui Tai</i>	Monday, 15th, 1.15 P.M.
Hio and Cebu	<i>Kaifong</i>	Monday, 15th, 3.00 P.M.
Singapore and Durban	<i>Forrie</i>	Monday, 15th, 5.00 P.M.
Hoihow and Haifong	<i>Hanoi</i>	Tuesday, 16th, 9.00 A.M.
Swatow, Amoy and Foochow	<i>Haichung</i>	Tuesday, 16th, 9.00 A.M.
KELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)	<i>Montcalm</i>	Tuesday, 16th, 10.00 A.M.
Tientsin	<i>Cheongching</i>	Tuesday, 16th, 10.00 A.M.
Singapore, Penang and Calcutta	<i>C. Apear</i>	Tuesday, 16th, 10.00 A.M.
Shanghai	<i>Kwongang</i>	Tuesday, 16th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN

(Late Letters 11.00 A.M. to NOON. Extra

Postage 10 cents.)

Letters posted in all the Pillar Boxes in

time for the first clearance will be

included in this contract mail.

FOR	PER	DATE.
Bangkok	<i>Pitsanulok</i>	Tuesday, 16th, 1.00 P.M.
Macao	<i>Sui Tai</i>	Tuesday, 16th, 1.15 P.M.
Kelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria B.C. and Seattle Wash.	<i>Tamba Maru</i>	Tuesday, 16th, 3.00 P.M.
Manila	<i>Tan</i>	Tuesday, 16th, 3.00 P.M.
Singapore, Penang and Colombo	<i>Atsuta Maru</i>	Tuesday, 16th, 5.00 P.M.
Swatow	<i>Haimun</i>	Wednesday, 17th, 9.00 A.M.
Swatow, Amoy and Anping	<i>Soshu Maru</i>	Wednesday, 17th, 9.00 A.M.
Shanghai	<i>Kwongang</i>	Wednesday, 17th, 11.00 A.M.
Singapore, Penang and Calcutta	<i>C. Apear</i>	Wednesday, 17th, 1.15 P.M.
Macao	<i>Sui Tai</i>	Wednesday, 17th, 3.00 P.M.
Swatow, Chefoo and Tientsin	<i>Arctia</i>	Wednesday, 17th, 5.00 P.M.
Shanghai	<i>Sui Tai</i>	Thursday, 18th, 1.15 P.M.
Macao	<i>Haitan</i>	Friday, 19th, 9.00 A.M.
Swatow, Amoy and Foochow	<i>Fookang</i>	Friday, 19th, 11.00 A.M.
Shanghai, Kobe and Moji	<i>Sui Tai</i>	Friday, 19th, 1.15 P.M.
Macao		

HINTS TO DECORATORS

FOR USING

Hall's Sanitary Washable Distemper.

To Mix for use, add about one pint of water to 1 lb. of Distemper and stir to the consistency of
a good thick cream. (These quantities are only approximate and judgment must be exercised in the
mixing.) If the Distemper has become stiff, hot water should be used, as it mixes more readily.

Whiting or Lime should be washed off the walls or ceiling before applying the Distemper.
Wall papers may be painted without removing them, if the pattern is not too prominent and if the
paper contains no gold, but two coats will probably be required.

When walls are very porous or repaired, causing too much or unequal suction, we recommend a
coat of size before using the Distemper. This prevents suction, and the Distemper, when dry, is more
washable than if otherwise would be. For very damp walls give a first coat of "SECO" Damp
Resistor, also apply this to all damp patches and to places where the lime or salt is working through
the plaster.

White Distemper No. 6 is made for ceilings and is not quite so washable as the other colours.
When necessary to lighten any of the shades, Cream (No. 17) should be used for mixing instead of white.
Dry colours must not be used for altering the shades, as they take away the binding properties of
the Distemper and do not mix evenly.

All shades marked * by the side of the numbers in Colour Book and on the show-cards, may be
used for new plastered walls. Any other shades should not be used on damp plaster.

The Distemper should not be mixed too thickly, one coat is usually sufficient even on new work,
and will give a result equal to two coats of oil paint.

Three weeks after application, but not before, the Paint can be washed. This operation should
be done with a sponge wetted with tepid water and passed gently over the wall.

AGENTS—

WILLIAM C. JACK & CO., LTD.,

14, DES VUEX ROAD CENTRAL, HONGKONG.

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

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